

Bay Area Air Quality Management District Carl Moyer Program On-Road Project Fact Sheet

General

The Bay Area Air Quality Management District (Air District) is accepting applications for the Carl Moyer Program (CMP) and Voucher Incentive Program (VIP) for on-road heavy-duty vehicles beginning **August 8, 2011**. The CMP Program is a state funded program that offers grants to owners of heavy-duty vehicles and equipment in order to reduce air pollution emissions from heavy-duty engines.

What types of on-road funding programs are available?

VIP Replacements and Retrofits

VIP grants are available for fleets of 10 or fewer vehicles to help vehicle owners replace their 2002 or older heavy-duty diesel vehicles. The replacement vehicle must be a new or used 2007 or newer model year vehicle with an engine certified to 2007 emissions standards* or cleaner. Eligible projects could receive up to \$45,000 towards the purchase of a new vehicle.

Grants are also available for the installation of particle traps on existing engine model years 1994-2006. Devices must be CARB verified and of the highest level technically feasible technology verified for the engine. Eligible projects could receive up to \$10,000 for the purchase and installation of a retrofit device. Trucks receiving VIP funding will not be able to work as a drayage truck for the life of the voucher.

CMP Retrofits

CMP grants are available for fleets of 10 or fewer vehicles to help vehicle owners install particle traps on existing engine model years 1994-2006. Devices must be verified by the California Air Resources Board (CARB) and of the highest level technically feasible technology verified for the engine. CMP funding opportunities for drayage truck projects are extremely limited (for incremental NOx benefit between 2007 and 2010 emissions standards).

- A list of currently verified retrofits may be found at <http://www.arb.ca.gov/diesel/verdev/verdev.htm>
- A database of verified retrofits is available at <http://arb.ca.gov/diesel/verdev/vdb/vdb.php>

Emergency Fire Apparatus Vehicles

CMP funding is available for the replacement of older fire apparatus vehicles with newer vehicles that meet current model year California emission standards. Replacement vehicles must serve the same function as those being replaced, eligible project costs include the cost of cab and chassis.

Drayage Vehicles

The Air District does not have any funding opportunities for class 8 drayage truck projects, and very limited opportunities for class 7 drayage trucks. Only class 7 drayage trucks with model year 1994-2006 engines in fleets of 1-3 vehicles (subject to the ARB 2014 regulation deadline for a 2007 engine standard) are eligible for retrofit project funding until December 31, 2011.

***Emission Standards for On-Road Heavy-Duty Diesel Engines**

Model Year	NO_x (g/bhp-hr)	PM (g/bhp-hr)
2007-2009	1.20	0.01
2010 and later	0.20	0.01

Please visit our webpages for more information about these programs:

- CMP: www.baaqmd.gov/moyer
- VIP: www.baaqmd.gov/VIP

Who can apply?

Emissions reductions obtained through the grant projects must not be required by existing regulations. Provided their project meets this requirement, any owner of an on-road truck with a gross vehicle weight rating (GVWR) of greater than 14,000 pounds is eligible to apply. Authorized vehicles may include: dump trucks, water trucks, concrete trucks, long-haul trucks, street sweepers, trash trucks, buses, and delivery trucks.

VIP funded grant projects must operate within California 75 percent of the time. CMP funded grant projects must operate within the Air District's boundaries. The Air District is accepting applications for projects throughout its jurisdiction but will prioritize projects that reduce emissions in highly impacted communities. Highest priority will be given to the following six highly impacted communities:

- 1) Concord, 2) Richmond/San Pablo, 3) Western Alameda County, 4) San Jose, 5) Redwood City/East Palo Alto, and 6) Eastern San Francisco.

For a Priority Community Map of highly impacted communities in the Bay Area, see: www.baaqmd.gov/moyer. The following counties are part of the Air District's jurisdiction: Alameda, Contra Costa, Marin, San Mateo, San Francisco, Santa Clara, and Napa counties. The southern portions of Solano and Sonoma counties are also part of the Air District.

How do I know if my project is required by law?

CARB has the authority to pass and enforce fleet rules that require engine owners to clean up existing engines. With some exceptions, most trucks and buses that operate in the state are subject to fleet rules. Additionally, CARB has passed rules covering Public Fleets, Urban Buses, Transit Buses and Solid Waste Collection Vehicles. To find out if your truck is covered by an existing fleet rule, visit the following CARB webpages:

Fleet Rule	ARB Webpage Information Link
Statewide Truck and Bus Rule	http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm
Drayage (Port) Truck Rule (On-road trucks that transport cargo to and from ports and intermodal rail facilities.)	http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm
Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards (Includes equipment such as yard trucks, hostlers, cranes, top handlers, side handlers, forklifts, and loaders.)	http://www.arb.ca.gov/ports/cargo/cargo.htm

My trucks are subject to a Fleet Rule, am I eligible for a grant?

Grants cannot be used for projects that are required by existing regulations or by a contract or agreement; however, they can be applied to projects that comply at least three years in advance of state regulations. For example, if a state fleet rule requires that an engine's emissions be reduced by January 1, 2015, grants can be awarded to reduce those emissions as long as the funded equipment is operational by January 1, 2012. All eligible vehicles must operate within the Air District's boundaries.

Very few, if any, opportunities for grants for vehicles covered under the Public Fleet, Solid Waste Collection Vehicle, Urban Bus, and Transit Bus Rules exist. Urban and Transit Bus projects that go beyond required reductions in nitrogen oxides and particulate matter emissions may also qualify for grants; however, these emission reductions can never be counted towards meeting future reduction requirements.

Summary of On-Road Heavy-Duty Funding Opportunities

Vehicle Type	Subject to ARB Fleet Rule	Moyer Funding Opportunities
Urban Buses, and Transit Fleet Vehicles	Fleet Rule for Transit Agencies	Very limited opportunity
Solid Waste Collection Vehicles, excluding transfer trucks	Solid Waste Collection Vehicle Regulation ³	Very limited opportunities for oxides of nitrogen (NO _x)
Transport Refrigeration Units (TRU)	TRU Air Toxic Control Measure (ATCM)	Very limited opportunity
Auxiliary Power Units (APU)	Idling ATCM ⁵	Very limited opportunity; zero emission projects only
Municipal Vehicles and Utility Vehicles	Fleet Rule for Public Agencies and Utilities ⁶	Low-population counties - some opportunity through 2017 High-population counties – very limited opportunity
Drayage Trucks	Drayage Truck Regulation	Very limited opportunity
Most other On-Road Heavy-Duty Vehicles	Statewide Truck & Bus Regulation	Limited opportunity for fleets of 10 or fewer vehicles

What other information should I know about the grants for on-road trucks?

- Heavy-duty trucks with a GVWR of greater than 14,000 pounds are eligible for the program. Light heavy-duty trucks between 8,501 and 14,000 pounds are considered on a case-by-case basis.
- Retrofit applications require that you submit information about your existing engine (model year, serial number, engine family name) and information about the retrofit device (price quotes from your engine dealer, engine family name, and engine executive order).
- Note that this is not a complete list of the program requirements approved April 28, 2011 by CARB. Read the approved revisions to the Carl Moyer Program Guidelines online at <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>.

What can I do now, before I start my application?

- Read the Air District Carl Moyer Program Overview Fact Sheet for rules that apply to all project types available from the Air District and online at <http://www.baaqmd.gov/moyer>.
- Read the Air District Voucher Incentive Program webpage for more information and for a list of participating dealerships: <http://www.baaqmd.gov/VIP>
- Understand any applicable state fleet rules and pending fleet rules that may cover your fleet.
- Start collecting information needed for your application.
- Contact your engine or equipment dealer to discuss possibilities for your equipment.
- Contact the Air District with additional questions.

When are applications available?

Applications for the Carl Moyer Program will be available from the Air District through an online application system (www.baaqmd.gov/moyer) August 8, 2011.

Applications for the Voucher Incentive Program are currently being accepted. Applications are processed and submitted through certified participating dealerships. Select and contact a dealership listed on the Voucher Incentive Program webpage www.baaqmd.gov/VIP to apply.

Applications that are determined to be **complete** will be evaluated on a first come first served basis. All applicants will receive application completeness notifications within 5 business days via email, fax or mail. If you do not hear from the District within 5 business days of delivery, please contact the District immediately.

For more information, contact Judy Williams at (415) 749-4738 or jwilliams@baaqmd.gov.